House of Assembly
Nova Scotia

Report

to

LAW AMENDMENTS COMMITTEE

from the

Provincial Electoral Boundaries Commission

re:

BILL 203

An Act to Amend Chapter 210 of the Revised Statutes, 1989, the House of Assembly Act

June 1, 1992

92-05388/

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PART I

Provincial Electoral Boundaries Commission

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Our file no.

June 1, 1992

Mr. Graham D. Walker
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Dear Mr. Walker:

Please find enclosed the Supplemental Report of the Provincial Electoral Boundaries Commission, prepared under authorization of the Nova Scotia House of Assembly Resolution Number 2415.

Dr. Ronald G. Landes,
Chairperson

Dr. Jennifer Smith

The Honourable Mr. C.
Denne Burchell

Ms. Alphonsine Saulnier

Mrs. Carolyn G. Thomas

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PROVINCIAL ELECTORAL BOUNDARIES COMMISSION

Supplemental Report

June 1, 1992

Dr. Ronald G. Landes, Chairperson

The Nova Scotia Provincial Electoral Boundaries Commission, created by Order-in-Council 91-844, filed its initial Report on March 6, 1992. Entitled Effective Political Representation in Nova Scotia: The 1992 Report of the Provincial Electoral Boundaries Commission, the Report recommended numerous revisions to the existing provincial electoral boundaries. Based on the Commission's proposals, a private member's bill was introduced in the Nova Scotia House of Assembly on April 16, 1992 by Mr. Arthur R. Donahoe, Chairman of the Select Committee on Establishing an Electoral Boundaries Commission. Bill Number 203 (An Act to Amend Chapter 210 of the Revised Statutes, 1989, the House of Assembly Act) was debated at second reading on April 28 and April 30, 1992.

Approved at second reading on April 30, 1992, Bill Number 203 was referred to the Committee on Law Amendments. In order to provide the Law Amendments Committee with independent advice on the submissions it received from the public, the Provincial Electoral Boundaries Commission was reconstituted on April 30, 1992 by Resolution Number 2415 of the Nova Scotia House of Assembly.

The Law Amendments Committee met on May 1st, 4th, 5th, 6th, 7th and 8th to hear the views of the public regarding Bill Number 203. In addition to the transcripts of these Law Amendments Committee meetings, the Commission also considered all written submissions given to the Committee and forwarded to the Commission by Mr. Graham Walker, the Chief Legislative Counsel for the Law Amendments Committee. The Commission also reviewed in detail the debate on Bill 203 in the House of Assembly at second reading.

Before dealing with some of the specific concerns raised by the public in its oral and written submissions to the Law Amendments Committee, the Provincial Electoral Boundaries Commission wishes to emphasize briefly several important points.

The Review Process: Principles and Procedures

In reviewing the public submissions made to the Law Amendments Committee, the Commission's conclusions, as with our earlier Report, are advisory only. The Law Amendments Committee and the House of Assembly may accept, reject, or revise our findings, in whole or in part. Final provincial constituency boundaries are a prerogative of the provincial legislature.

With respect to the review process, the Commission realized that those members of the public who were satisfied with our Report would, for the most part, not make oral or written submissions to the Law Amendments Committee. Moreover, a number of individuals who had made their ideas known to the Commission during the public consultation process in October and November, 1991 reasserted those views to the Law Amendments Committee. While the Commission reconsidered their suggestions, it should be realized that the Commission had already evaluated these submissions and ideas in preparing our initial Report. In most cases, the Commission has found no reason to change its initial conclusions.

In undertaking this review for the Law Amendments Committee, the Commission reasserts its principles of electoral redistribution (pages

9-11) and the conclusions and recommendations of its original Report. As a result, several concerns have been of paramount importance in the review process: first, that the integrity of our initial Report, both in terms of process and content, remain intact; second, that the key principle of the relative parity of voting power not be compromised by apparently minor revisions to the proposed constituency boundaries; and third, that any modifications to the proposed constituency boundaries not produce unacceptable "ripple effects" in neighboring constituencies. The Commission has reviewed carefully its original recommendations, and in no case has the Commission recommended revisions which violate either principles of electoral redistribution or the concept of relative parity of voting power.

In reviewing the oral and written submissions to the Law Amendments Committee, it was apparent to the Commission that some confusion existed regarding the June 6, 1991 Supreme Court decision in the Carter case. The concept of relative parity of voting power is one that has been imposed on the Commission by the Supreme Court of Canada, as interpreted by the Nova Scotia House of Assembly in our Terms of Reference. The significance of the Carter decision for the process of electoral redistribution is not widely understood. The old ways of electoral redistribution are simply no longer acceptable since the Supreme Court decision of June 6, 1991. For example, the fact that an area has had its own MLA or MLA's for 100 or more years is no longer an adequate rationale for continuing such a practice under current guidelines.

Relative parity of voting power is not simply one of several coequal principles of electoral redistribution; as the Commission's Terms of Reference assert (Report, p. 12), "... of paramount importance, [is] relative parity of voting power achieved through constituencies of equal population to the extent reasonably possible." Other considerations, such as geography or community interests, must be accommodated within the general concept of relative parity of voting power. If there is an explicit conflict between relative parity of voting power and some other factor, such as community interests, then relative parity of voting power must prevail.

A second area of confusion concerned the relationship between provincial electoral constituencies and municipal districts. Submissions from several parts of the province revealed concern that future municipal districts might be drawn to correspond to proposed constituency boundaries. This problem is beyond the Commission's Terms of Reference. However, the Commission would point out that municipal districts, taxes, and other such matters are unaffected by our recommendations. People will continue to attend the same schools, worship at the same churches, and pay the same taxes, if the Commission's recommendations are adopted.

Specific Recommendations

In the following pages the Commission comments on a number of specific proposed changes to our initial boundary descriptions. If an area

is not specifically mentioned, it means that the Commission, upon reviewing the materials, has found no reason to change its original proposals. Where changes to our Report are recommended, new boundary descriptions are presented. For easy reference, we have included on the next few pages the key tables from our initial Report (Table One, page 21; Table Three, pages 34-35; Table Four, pages 36-37). These tables are now renumbered as Table One, Table Two and Table Three. At the end of this section we present Table Four and Table Five, new tables which incorporate the appropriate numbers for all changes that we recommend in our Supplementary Report. In Table Six, a comparison of the population and entitlement figures between the March 6, 1992 Report and the Supplemental Report is presented.

TABLE ONE: COUNTY POPULATION ESTIMATES
(June 1, 1991)

County	Estimated Population - 1991	Current Number of Seats	1991 Seat Entitlement
Halifax	327,000	14	18.90
Cape Breton	121,700	7	7.03
Kings	55,000	3	3.18
Pictou	50,000	3	2.89
Colchester	48,000	3	2.77
Lunenburg	47,900	3	2.77
Hants	38,400	2	2.22
Cumberland	34,700	3	2.01
Yarmouth	28,400	2	1.64
Annapolis	23,400	2	1.35
Digby	21,800	2	1.26
Inverness	21,600	2	1.25
Antigonish	19,400	1	1.12
Shelburne	17,600	1	1.02
Queens	13,200	1	0.76
Guysborough	11,800	1	0.68
Richmond	11,300	1	0.65
Victoria	8,700	1	0.50
Nova Scotia	899,900	52	52

Source: Statistics Canada (December 10, 1991)

TABLE TWO: ENTITLEMENT OF PROPOSED RIDINGS

(by constituency size)

	Proposed Riding	Entitlement	Adjusted Entitlement	Estimated Population
1	Halifax Atlantic	1.20	1.14	20,700
2	Dartmouth South	1.20	1.14	20,700
3	Halifax Fairview	1.19	1.13	20,500
4	Halifax Bedford Basin	1.18	1.13	20,400
5	Bedford-Fall River	1.17	1.11	20,200
6	Cape Breton East	1.16	1.11	20,100
7	Halifax Citadel	1.16	1.11	20,100
8	Halifax Chebucto	1.16	1.11	20,100
9	Halifax Needham	1.14	1.09	19,800
10	Truro-Bible Hill	1.14	1.09	19,700
11	Dartmouth North	1.14	1.09	19,700
12	Antigonish	1.13	1.08	19,600
13	Cole Harbour-Eastern Passage	1.13	1.08	19,500
14	Sackville-Cobequid	1.12	1.07	19,400
15	Hants West	1.12	1.07	19,300
16	Hants East	1.10	1.05	19,100
17	Kings South	1.10	1.05	19,100
18	Yarmouth	1.09	1.04	18,900
19	Cape Breton South	1.08	1.04	18,800
20	Lunenburg West	1.07	1.02	18,500
21	Pictou Centre	1.07	1.02	18,400
22	Lunenburg	1.05	1.00	18,200
23	Cumberland North	1.04	1.00	18,100
24	Kings West	1.04	0.99	18,000
25	Kings North	1.04	0.99	18,000
26	Cape Breton North	1.04	0.99	17,900
27	Dartmouth East	1.04	0.99	17,900
28	Annapolis	1.03	0.99	17,900
29	Dartmouth-Cole Harbour	1.03	0.99	17,900
30	Shelburne	1.02	0.97	17,600
31	Digby-Annapolis Royal	1.02	0.97	17,600
32	Chester-St. Margaret's	1.01	0.97	17,500

TABLE TWO (continued)

	Proposed Riding	Entitlement	Adjusted Entitlement	Estimated Population
33	Inverness	0.99	0.94	17,000
34	Sackville-Beaverbank	0.98	0.93	16,900
35	Colchester-Musquodoboit Valley	0.97	0.93	16,800
36	Cape Breton The Lakes	0.97	0.92	16,700
37	Cape Breton Centre	0.96	0.92	16,700
38	Cumberland South	0.96	0.92	16,600
39	Timberlea-Prospect	0.96	0.91	16,600
40	Colchester North	0.95	0.91	16,500
41	Eastern Shore	0.95	0.91	16,500
42	Pictou East	0.95	0.90	16,400
43	Cape Breton Nova	0.92	0.88	15,900
44	Guysborough-Port Hawkesbury	0.91	0.87	15,800
45	Cape Breton West	0.90	0.86	15,600
46	Pictou West	0.88	0.84	15,200
47	Queens	0.76	0.73	13,200
48	Richmond	0.65		11,300
49	Clare	0.56		9,700
50	Argyle	0.55		9,500
51	Victoria	0.52		9,000
52	Preston	0.50		8,700
	Total	52.00	47.00	899,900
	Average		1.05	17,300

TABLE THREE: ENTITLEMENT OF PROPOSED RIDINGS

(by alphabetical order)

	Proposed Riding	Entitlement	Adjusted Entitlement	Estimated Population
1	Annapolis	1.03	0.99	17,900
2	Antigonish	1.13	1.08	19,600
3	Argyle	0.55		9,500
4	Bedford-Fall River	1.17	1.11	20,200
5	Cape Breton Centre	0.96	0.92	16,700
6	Cape Breton East	1.16	1.11	20,100
7	Cape Breton North	1.04	0.99	17,900
8	Cape Breton Nova	0.92	0.88	15,900
9	Cape Breton South	1.08	1.04	18,800
10	Cape Breton The Lakes	0.97	0.92	16,700
11	Cape Breton West	0.90	0.86	15,600
12	Chester-St. Margaret's	1.01	0.97	17,500
13	Clare	0.56		9,700
14	Colchester-Musquodoboit Valley	0.97	0.93	16,800
15	Colchester North	0.95	0.91	16,500
16	Cole Harbour-Eastern Passage	1.13	1.08	19,500
17	Cumberland North	1.04	1.00	18,100
18	Cumberland South	0.96	0.92	16,600
19	Dartmouth-Cole Harbour	1.03	0.99	17,900
20	Dartmouth East	1.04	0.99	17,900
21	Dartmouth North	1.14	1.09	19,700
22	Dartmouth South	1.20	1.14	20,700
23	Digby-Annapolis Royal	1.02	0.97	17,600
24	Eastern Shore	0.95	0.91	16,500
25	Guysborough-Port Hawkesbury	0.91	0.87	15,800
26	Halifax Atlantic	1.20	1.14	20,700
27	Halifax Bedford Basin	1.18	1.13	20,400
28	Halifax Chebucto	1.16	1.11	20,100
29	Halifax Citadel	1.16	1.11	20,100
30	Halifax Fairview	1.19	1.13	20,500
31	Halifax Needham	1.14	1.09	19,800
32	Hants East	1.10	1.05	19,100
33	Hants West	1.12	1.07	19,300
34	Inverness	0.99	0.94	17,000

TABLE THREE (continued)

	Proposed Riding	Entitlement	Adjusted Entitlement	Estimated Population
35	Kings North	1.04	0.99	18,000
36	Kings South	1.10	1.05	19,100
37	Kings West	1.04	0.99	18,000
38	Lunenburg	1.05	1.00	18,200
39	Lunenburg West	1.07	1.02	18,500
40	Pictou Centre	1.07	1.02	18,400
41	Pictou East	0.95	0.90	16,400
42	Pictou West	0.88	0.84	15,200
43	Preston	0.50		8,700
44	Queens	0.76	0.73	13,200
45	Richmond	0.65		11,300
46	Sackville-Beaverbank	0.98	0.93	16,900
47	Sackville-Cobequid	1.12	1.07	19,400
48	Shelburne	1.02	0.97	17,600
49	Timberlea-Prospect	0.96	0.91	16,600
50	Truro-Bible Hill	1.14	1.09	19,700
51	Victoria	0.52		9,000
52	Yarmouth	1.09	1.04	18,900
Total		52.00	47.00	899,900
Average			1.05	17,300

(1) Annapolis Royal

The main concern with the proposed Digby-Annapolis Royal constituency was the placement of Annapolis Royal, the shiretown of Annapolis County, in this new riding. Many submissions were received which called for Annapolis Royal to be added to Annapolis riding. The Commission agreed, and recommends that Annapolis Royal be moved to the proposed Annapolis constituency, and that the name of the proposed riding of Digby-Annapolis Royal be changed to Digby-Annapolis. A wider proposal to move the Clementsport and Upper Clements area from Digby-Annapolis Royal to Annapolis in exchange for the communities along the Annapolis Basin and Bay of Fundy from Port Royal to Parkers Cove was rejected because it would create a non-contiguous riding.

Original Report	Est. Pop.	Adj. Ent.
Annapolis	17,900	0.99
Digby-Annapolis Royal	17,600	0.97

Supplemental Report	Est. Pop.	Adj. Ent.
Annapolis	18,500	1.02
Digby-Annapolis	17,000	0.94

(2) Waterville, Cambridge

As proposed in the Report, Waterville and Cambridge would both be part of the proposed Kings South riding. Public representations stressed the

community ties between these two areas, particularly Waterville, and the Town of Berwick which is located in Kings West. The Commission could not agree to add both communities to Kings West since it would severely imbalance the populations of the two seats. However, the Commission recognizes the community of interest between Waterville and Berwick and recommends that Waterville become part of the proposed Kings West riding. Cambridge and Cambridge Reserve would remain a part of the proposed Kings South constituency.

Original Report	Est. Pop.	Adj. Ent.
Kings South	19,100	1.05
Kings West	18,000	0.99

Supplemental Report	Est. Pop.	Adj. Ent.
Kings South	17,700	0.98
Kings West	19,300	1.07

(3) **Millbrook Reserve**

The Commission recommended in its Report that the Millbrook Reserve be placed in the proposed Colchester-Musquodoboit Valley constituency. Upon reconsideration, the Commission recommends that the Millbrook Reserve remain as part of the Truro-Bible Hill constituency.

Original Report	Est. Pop.	Adj. Ent.
Truro-Bible Hill	19,700	1.09

Supplemental Report	Est. Pop.	Adj. Ent.
Truro-Bible-Hill	20,200	1.11

(4) **Pictou County**

A proposal to keep the four communities of Trenton, New Glasgow, Stellarton, and Westville in the same constituency of Pictou Centre would seriously compromise the principle of relative parity of voting power. That suggested seat would have an estimated population of 22,700, more than 2,000 greater than the next largest seat. It would also leave the remaining two Pictou seats as two of the least populated ridings in the province. Hence, the Commission recommends no change to the proposed constituencies in Pictou County.

(5) **Guysborough-Port Hawkesbury**

Two issues were raised with respect to this proposed constituency: first, a technical problem relating to the proposed boundary in the Port Hawkesbury area (i.e., the splitting of a subdivision); and second, whether Port Hawkesbury should be joined with Guysborough in a single riding. In relation to the technical problem, the Commission notes that the map is correct, but that the boundary description contained an error. The Commission recommends that "Charles MacLean Road" be changed to "Pleasant Hill Road." With respect to the joining of Guysborough with Port Hawkesbury in the proposed new riding of Guysborough-Port

Hawkesbury, the Commission recommends no change. Adding Port Hawkesbury and Port Hastings to the proposed Inverness riding would make it the most populated seat in Nova Scotia (21,300), while adding the two communities to Richmond riding was rejected because it would dilute the Acadian population of that seat. The suggestion to add a "53rd" seat in Inverness is beyond the mandate of the Commission.

(6) **Victoria/Inverness**

The suggestion to move the communities of Pleasant Bay and Meat Cove from the proposed Victoria constituency to the proposed Inverness constituency would add a large geographical area with difficult terrain to an already large geographical constituency. Since the proposed Victoria constituency has a small population and is a protected riding on geographical criteria, the Commission recommends no change in its proposed boundaries.

(7) **Cape Breton County**

Objections to the Commission's proposals in the Sydney area were centered on three areas: Grand Lake Road, George Street, and Sydney River/Prime Brook. Because of potential population imbalances between proposed ridings and a ripple effect on the surrounding constituencies, the Commission recommends only minor changes in these areas. Moving

the Grand Lake Road area from Cape Breton Nova to Cape Breton West would leave Cape Breton Nova as the seventh least-populated riding in the province, an undesirable situation because of the riding's predominantly urban nature. To avoid splitting the communities of Sydney River and Prime Brook, the Commission recommends that these areas inside the Sydney By-Pass be moved from the proposed Cape Breton South constituency to the proposed Cape Breton West constituency. To maintain a population balance between Cape Breton South (an urban riding) and Cape Breton West (a largely rural and suburban riding), the George Street area inside the Sydney By-Pass would be kept with Cape Breton South.

Original Report	Est. Pop.	Adj. Ent.
Cape Breton South	18,800	1.04
Cape Breton West	15,600	0.86

Supplemental Report	Est. Pop.	Adj. Ent.
Cape Breton South	17,500	0.96
Cape Breton West	16,800	0.93

(8) **Preston**

The Commission recommends no change to the proposed boundaries for this riding. A suggestion to include Cherry Brook and Lake Loon with Dartmouth-Cole Harbour, as well as a proposal for a province-wide Black seat, are both incompatible with the Commission's proposed Preston

constituency. Also, a proposal made to add the community of Mineville to Preston was rejected. The Mineville Road links the homes on Candy Mountain Road to the West Lawrencetown area of Eastern Shore, contrary to one of the arguments contained in the submission.

(9) Dartmouth-Cole Harbour/Eastern Shore boundary

The Commission's map of the Halifax-Dartmouth area contains two mistakes in relation to these two constituencies. The Miller Road should, in fact, be named the Ross Road and Upper Lawrencetown is located on the east side of the Little Salmon River. Thus, the Commission recommends that the Ross Road area be included in the proposed Dartmouth-Cole Harbour constituency.

A proposal was made to create a Cole Harbour seat, with a redrawing of the boundaries for the remaining areas in Dartmouth and Eastern Passage. This idea would cause a major disruption of boundaries in the area and runs counter to several presentations made before the Commission last autumn. Accordingly, the Commission recommends no change.

Original Report	Est. Pop.	Adj. Ent.
Dartmouth-Cole Harbour	17,900	0.99
Eastern Shore	16,500	0.91

Supplemental Report	Est. Pop.	Adj. Ent.
Dartmouth-Cole Harbour	18,400	1.01
Eastern Shore	16,000	0.88

(10) Dartmouth area ridings

Because of the potential ripple effect and the principle of the relative parity of voting power, the Commission recommends that no change be made in the placement of the community of Woodside (south of the Circumferential Highway) within the proposed Cole Harbour-Eastern Passage constituency. For similar reasons, the Commission recommends no changes to the proposed boundary between Dartmouth North and Dartmouth South. The area between Lake Banook and Crichton Avenue is home to approximately 1,300 residents, far more than the 200-300 voters estimated before the Law Amendments Committee. In addition, Highfield Park is a high growth area in the proposed Dartmouth North constituency.

(11) Halifax

The Commission recommends no change in either the name or the boundary of the proposed Halifax Citadel constituency. The suggested redrawing of Halifax Chebucto would be acceptable from a population criteria, but would leave the two remaining peninsula seats over-populated, and require a complete redrawing of riding boundaries on the mainland. For these reasons, the Commission recommends no change.

(12) Lakeview/Windsor Junction/Fall River

Suggestions were made to reunite the communities of Lakeview, Windsor

Junction and Fall River in the riding of Bedford-Fall River. The three areas were contained in the ridings of Sackville-Cobequid, Sackville-Beaverbank and Bedford-Fall River respectively in the original Report. On re-examination, the Commission recommends that Lakeview and Windsor Junction be added to Bedford-Fall River. However, in order not to violate the principle of the relative parity of voting power and to allow for population growth in the riding, the Commission recommends that the proposed Bedford-Fall River constituency lose the Town of Bedford northwest of Bicentennial Drive to the proposed Sackville-Beaverbank riding and lose the Musquodoboit Valley area east of Highway 102 to the proposed Colchester-Musquodoboit Valley constituency. This change would leave the Town of Bedford divided between two provincial ridings along Bicentennial Drive as is the case under the current boundaries. In addition, the Commission recommends a slight modification to the proposed boundary between Sackville-Beaverbank and Timberlea-Prospect in an unpopulated area south of Hammonds Plains Road to avoid splitting future growth in the area.

Original Report	Est. Pop.	Adj. Ent.
Bedford-Fall River	20,200	1.11
Colchester-Musquodoboit Valley	16,800	0.93
Sackville-Beaverbank	16,900	0.93
Sackville-Cobequid	19,400	1.07
Timberlea-Prospect	16,600	0.91

Supplemental Report	Est. Pop.	Adj. Ent.
Bedford-Fall River	20,200	1.11

Colchester-Musquodoboit Valley	16,800	0.93
Sackville-Beaverbank	16,800	0.93
Sackville-Cobequid	18,900	1.05
Timberlea-Prospect	16,600	0.91

(13) **Cumberland County**

The Commission originally recommended a boundary along the Trans-Canada Highway for the two Cumberland constituencies, with small modifications in the Amherst, Oxford and Wentworth Valley areas. A proposal was introduced to adopt the current southern boundary of Cumberland East as the dividing line between the proposed ridings of Cumberland North and Cumberland South. This idea is problematic, as the current boundary is based on Municipal District lines which are no longer used. However, the Commission recognizes that communities of interest surround the Towns of Amherst and Oxford and recommends that the boundary follow current Municipal District lines in Cumberland County. Since the new line clearly splits the County on a north-south basis, the proposed names of Cumberland North and Cumberland South remain unchanged.

Original Report	Est. Pop.	Adj. Ent.
Cumberland North	18,100	1.00
Cumberland South	16,600	0.92

Supplemental Report	Est. Pop.	Adj. Ent.
Cumberland North	18,300	1.01
Cumberland South	16,400	0.91

(14) Other Matters

On this occasion the Commission has not been called upon to review its initial recommendations with respect to the following matters:

(1) a Native seat [Report, p. 79];

(2) future boundary revisions [Report, p. 81]; and

(3) support services for MLAs, including our special recommendation relating to Cumberland South [Report, pp. 40-42].

It should not be assumed that these recommendations (as set forth in the Commission's Report dated March 6, 1992) have been abandoned or withdrawn by the Commission.

TABLE FOUR: ENTITLEMENT OF PROPOSED RIDINGS

(by constituency size)

(revised - June 1, 1992)

No.	Revised Proposed Riding	Estimated Population	Estimated Entitlement	Adjusted Entitlement
1	Halifax Atlantic	20,700	1.20	1.14
2	Dartmouth South	20,700	1.20	1.14
3	Halifax Fairview	20,500	1.19	1.13
4	Halifax Bedford Basin	20,400	1.18	1.13
5	Bedford-Fall River	20,200	1.17	1.11
6	Truro-Bible Hill	20,200	1.17	1.11
7	Cape Breton East	20,100	1.16	1.11
8	Halifax Citadel	20,100	1.16	1.11
9	Halifax Chebucto	20,100	1.16	1.11
10	Halifax Needham	19,800	1.14	1.09
11	Dartmouth North	19,700	1.14	1.09
12	Antigonish	19,600	1.13	1.08
13	Cole Harbour-Eastern Passage	19,500	1.13	1.08
14	Kings West	19,300	1.12	1.07
15	Hants West	19,300	1.12	1.07
16	Hants East	19,100	1.10	1.05
17	Sackville-Cobequid	18,900	1.09	1.05
18	Yarmouth	18,900	1.09	1.04
19	Annapolis	18,500	1.07	1.02
20	Lunenburg West	18,500	1.07	1.02
21	Pictou Centre	18,400	1.07	1.02
22	Dartmouth-Cole Harbour	18,400	1.06	1.01
23	Cumberland North	18,300	1.06	1.01
24	Lunenburg	18,200	1.05	1.00
25	Kings North	18,000	1.04	0.99
26	Cape Breton North	17,900	1.04	0.99
27	Dartmouth East	17,900	1.04	0.99
28	Kings South	17,700	1.03	0.98
29	Shelburne	17,600	1.02	0.97
30	Chester-St. Margaret's	17,500	1.01	0.97
31	Cape Breton South	17,500	1.01	0.96
32	Inverness	17,000	0.99	0.94

TABLE FOUR (continued)

33	Digby-Annapolis	17,000	0.98	0.94
34	Cape Breton West	16,800	0.97	0.93
35	Sackville-Beaverbank	16,800	0.97	0.93
36	Colchester-Musquodoboit Valley	16,800	0.97	0.93
37	Cape Breton The Lakes	16,700	0.97	0.92
38	Cape Breton Centre	16,700	0.96	0.92
39	Timberlea-Prospect	16,600	0.96	0.91
40	Colchester North	16,500	0.95	0.91
41	Cumberland South	16,400	0.95	0.91
42	Pictou East	16,400	0.95	0.90
43	Eastern Shore	16,000	0.92	0.88
44	Cape Breton Nova	15,900	0.92	0.88
45	Guysborough-Port Hawkesbury	15,800	0.91	0.87
46	Pictou West	15,200	0.88	0.84
47	Queens	13,200	0.76	0.73
48	Richmond	11,300	0.65	
49	Clare	9,700	0.56	
50	Argyle	9,500	0.55	
51	Victoria	9,000	0.52	
52	Preston	8,700	0.50	
		899,900	17,300	18,100

TABLE FIVE: ENTITLEMENT OF PROPOSED RIDINGS

(by alphabetical order)

(revised - June 1, 1992)

No.	Revised Proposed Riding	Estimated Population	Estimated Entitlement	Adjusted Entitlement
1	Annapolis	18,500	1.07	1.02
2	Antigonish	19,600	1.13	1.08
3	Argyle	9,500	0.55	
4	Bedford-Fall River	20,200	1.17	1.11
5	Cape Breton Centre	16,700	0.96	0.92
6	Cape Breton East	20,100	1.16	1.11
7	Cape Breton North	17,900	1.04	0.99
8	Cape Breton Nova	15,900	0.92	0.88
9	Cape Breton South	17,500	1.01	0.96
10	Cape Breton The Lakes	16,700	0.97	0.92
11	Cape Breton West	16,800	0.97	0.93
12	Chester-St. Margaret's	17,500	1.01	0.97
13	Clare	9,700	0.56	
14	Colchester-Musquodoboit Valley	16,800	0.97	0.93
15	Colchester North	16,500	0.95	0.91
16	Cole Harbour-Eastern Passage	19,500	1.13	1.08
17	Cumberland North	18,300	1.06	1.01
18	Cumberland South	16,400	0.95	0.91
19	Dartmouth-Cole Harbour	18,400	1.06	1.01
20	Dartmouth East	17,900	1.04	0.99
21	Dartmouth North	19,700	1.14	1.09
22	Dartmouth South	20,700	1.20	1.14
23	Digby-Annapolis	17,000	0.98	0.94
24	Eastern Shore	16,000	0.92	0.88
25	Guysborough-Port Hawkesbury	15,800	0.91	0.87
26	Halifax Atlantic	20,700	1.20	1.14
27	Halifax Bedford Basin	20,400	1.18	1.13
28	Halifax Chebucto	20,100	1.16	1.11
29	Halifax Citadel	20,100	1.16	1.11
30	Halifax Fairview	20,500	1.19	1.13
31	Halifax Needham	19,800	1.14	1.09
32	Hants East	19,100	1.10	1.05

TABLE FIVE (continued)

33	Hants West	19,300	1.12	1.07
34	Inverness	17,000	0.99	0.94
35	Kings North	18,000	1.04	0.99
36	Kings South	17,700	1.03	0.98
37	Kings West	19,300	1.12	1.07
38	Lunenburg	18,200	1.05	1.00
39	Lunenburg West	18,500	1.07	1.02
40	Pictou Centre	18,400	1.07	1.02
41	Pictou East	16,400	0.95	0.90
42	Pictou West	15,200	0.88	0.84
43	Preston	8,700	0.50	
44	Queens	13,200	0.76	0.73
45	Richmond	11,300	0.65	
46	Sackville-Beaverbank	16,800	0.97	0.93
47	Sackville-Cobequid	18,900	1.09	1.05
48	Shelburne	17,600	1.02	0.97
49	Timberlea-Prospect	16,600	0.96	0.91
50	Truro-Bible Hill	20,200	1.17	1.11
51	Victoria	9,000	0.52	
52	Yarmouth	18,900	1.09	1.04
		899,900	17,300	18,100

TABLE SIX: A COMPARISON OF THE POPULATION AND ENTITLEMENT FIGURES BETWEEN THE March 6, 1992 and June 1, 1992 REPORTS

	Original		Revised		
Proposed Riding	Estimated Population	Adj. Entitle	Estimated Population	Adj. Entitle	Est. Pop. Change
Annapolis	17,900	0.99	18,500	1.02	+600
Antigonish	19,600	1.08	19,600	1.08	
Argyle	9,500		9,500		
Bedford-Fall River	20,200	1.11	20,200	1.11	0
Cape Breton Centre	16,700	0.92	16,700	0.92	
Cape Breton East	20,100	1.11	20,100	1.11	
Cape Breton North	17,900	0.99	17,900	0.99	
Cape Breton Nova	15,900	0.88	15,900	0.88	
Cape Breton South	18,800	1.04	17,500	0.96	-1,300
Cape Breton The Lakes	16,700	0.92	16,700	0.92	
Cape Breton West	15,600	0.86	16,800	0.93	+1,300
Chester-St. Margaret's	17,500	0.97	17,500	0.97	
Clare	9,700		9,700		
Colchester-Musquodoboit Valley	16,800	0.93	16,800	0.93	0
Colchester North	16,500	0.91	16,500	0.91	
Cole Harbour-Eastern Passage	19,500	1.08	19,500	1.08	
Cumberland North	18,100	1.00	18,300	1.01	+200
Cumberland South	16,600	0.92	16,400	0.91	-200
Dartmouth-Cole Harbour	17,900	0.99	18,400	1.01	+500
Dartmouth East	17,900	0.99	17,900	0.99	
Dartmouth North	19,700	1.09	19,700	1.09	
Dartmouth South	20,700	1.14	20,700	1.14	
Digby-Annapolis (Royal)	17,600	0.97	17,000	0.94	-600
Eastern Shore	16,500	0.91	16,000	0.88	-500
Guysborough-Port Hawkesbury	15,800	0.87	15,800	0.87	
Halifax Atlantic	20,700	1.14	20,700	1.14	
Halifax Bedford Basin	20,400	1.13	20,400	1.13	
Halifax Chebucto	20,100	1.11	20,100	1.11	
Halifax Citadel	20,100	1.11	20,100	1.11	
Halifax Fairview	20,500	1.13	20,500	1.13	
Halifax Needham	19,800	1.09	19,800	1.09	
Hants East	19,100	1.05	19,100	1.05	

TABLE SIX (continued)

Hants West	19,300	1.07	19,300	1.07	
Inverness	17,000	0.94	17,000	0.94	
Kings North	18,000	0.99	18,000	0.99	
Kings South	19,100	1.05	17,700	0.98	-1,300
Kings West	18,000	0.99	19,300	1.07	+1,300
Lunenburg	18,200	1.00	18,200	1.00	
Lunenburg West	18,500	1.02	18,500	1.02	
Pictou Centre	18,400	1.02	18,400	1.02	
Pictou East	16,400	0.90	16,400	0.90	
Pictou West	15,200	0.84	15,200	0.84	
Preston	8,700		8,700		
Queens	13,200	0.73	13,200	0.73	
Richmond	11,300		11,300		
Sackville-Beaverbank	16,900	0.93	16,800	0.93	-100
Sackville-Cobequid	19,400	1.07	18,900	1.05	-400
Shelburne	17,600	0.97	17,600	0.97	
Timberlea-Prospect	16,600	0.91	16,600	0.91	0
Truro-Bible Hill	19,700	1.09	20,200	1.11	+500
Victoria	9,000		9,000		
Yarmouth	18,900	1.04	18,900	1.04	
Total	899,900		899,900		

BOUNDARY RECOMMENDATIONS

A. Summary of Proposed Constituency Revisions: The following section describes the revisions, if any, which have been recommended by the Provincial Electoral Boundaries Commission pursuant to submissions made to the Law Amendments Committee reviewing Bill No. 203. This section is designed as a quick reference guide to the changes made to the proposed riding boundaries contained in Effective Political Representation in Nova Scotia: The 1992 Report of the Provincial Electoral Boundaries Commission, released in March 1992. Detailed boundary descriptions are presented in the next section of the Supplemental Report.

1. Annapolis

Gains Town of Annapolis Royal from Digby-Annapolis Royal (now renamed Digby-Annapolis)

4. Bedford-Fall River

Gains Lakeview area from Sackville-Cobequid

Gains Windsor Junction area (except Capilano Country Estates) from Sackville-Beaverbank

Loses Town of Bedford northwest of Bicentennial Drive to Sackville-Beaverbank

Loses Musquodoboit Valley area east of Highway 102 to Colchester-Musquodoboit Valley

9. Cape Breton South

Loses Sydney River area and Prime Brook area (inside Sydney By-pass) to Cape Breton West

11. Cape Breton West

Gains Sydney River area and Prime Brook area (inside Sydney By-pass) from Cape Breton South

14. Colchester-Musquodoboit Valley

Gains Musquodoboit Valley area east of Highway 102 from Bedford-Fall River

Loses Millbrook and Truro Reserves to Truro-Bible Hill

17. Cumberland North

Gains area south of Amherst from Cumberland South
Loses area north of Oxford to Cumberland South

18. Cumberland South

Gains area north of Oxford from Cumberland North
Loses area south of Amherst to Cumberland North

19. Dartmouth-Cole Harbour

Gains Ross Road area from Eastern Shore

23. Digby-Annapolis Royal

Renamed Digby-Annapolis
Loses Town of Annapolis Royal to Annapolis

24. Eastern Shore

Loses Ross Road area to Dartmouth-Cole Harbour

36. Kings South

Loses Waterville area to Kings West

37. Kings West

Gains Waterville area from Kings South

46. Sackville-Beaverbank

Gains Town of Bedford northwest of Bicentennial Drive from Bedford-Fall River
Gains unpopulated area south of Hammonds Plains Road from Timberlea-Prospect
Loses Windsor Junction area (except Capilano Country Estates) to Bedford-Fall River

47. Sackville-Cobequid

Loses Lakeview area to Bedford-Fall River

49. Timberlea-Prospect

Loses unpopulated area south of Hammonds Plains Road to Sackville-Beaverbank

50. Truro-Bible Hill

Gains Millbrook and Truro Reserves from
Colchester-Musquodoboit Valley

B. Boundary Descriptions: The following pages present the revised proposed boundaries for the electoral constituencies where the Provincial Electoral Boundaries Commission has recommended changes to its original proposals. Text which is to be added is underlined and text which is to be deleted is ~~struck out~~. The text of the boundary descriptions is taken from Bill No. 203, not from Effective Political Representation in Nova Scotia: The 1992 Report of the Provincial Electoral Boundaries Commission, released in March 1992.

a) **Annapolis**, consisting of, in the County of Annapolis,

(i) the Towns of Annapolis Royal, Bridgetown and Middleton,

(ii) in the Municipality of the County of Annapolis, Municipal Districts 1, 2, 3, 4, 5, 9, 10, 11 and 12, and

(iii) in the Municipality of the County of Annapolis, that part of Municipal District 8 lying north and east of a line described as follows: starting at the point where Allains Creek meets the northern boundary of Municipal District 8; then southeast and south along Allains Creek and Allains River to the point due west of the intersection of Highway 8 and Highway 101; then due east in a straight line to the intersection of Highway 8 and Highway 101; then southeast in a straight line to the point where South Brook flows out of Keenan Lake; then east in a straight line to the point where Ten Mile Brook flows out of Dargie Lake; then east along the southern shore of Dargie Lake to the eastern boundary of Municipal District 8;

(d) **Bedford-Fall River**, consisting of, in the County of Halifax,

(i) that part of the Town of Bedford lying southeast of Highway 102 (Bicentennial Drive),

(ii) in the Municipality of the County of Halifax, that part of Municipal District 14 lying west of Highway 102,

(iii) in the Municipality of County of Halifax, that part of Municipal District 17 lying southeast of a line described as follows: starting at the point where Mill Brook flows into Beaver Pond at the western boundary of Municipal District 17; then southeast in a straight line to the point where the northeastern property line of property 40014268 meets the

eastern shore of Beaver Pond; then southeast along the northeastern property line of property 40014268 to the eastern corner of property 40014268; then southwest along the southeastern property line of property 40014268 and its southwesterly projection to the northeastern corner of property 40352098; then southwest along the southeastern property line of property 40352098 and its southwesterly projection ~~Kinsac Lake meets the northwestern boundary of Municipal District 17; then south along Kinsac Lake to the point where an unnamed brook flows out of Kinsac Lake near the southernmost point of Kinsac Lake; then south along the unnamed brook to Fall River Road; then southeast in a straight line to the northern corner of property 40565053; then southeast along the northeastern property lines of properties 40565053 and 511840 to the eastern corner of property 511840; then south in a straight line to the southeastern corner of property 40097073; then southwest along the southeastern property line of property 40097073 to Third Lake; then south along Third Lake to the point where an unnamed brook flows out of Third Lake near the southeasternmost point of Third Lake; then south along the unnamed brook to Three Mile Lake; then southeast along Three Mile Lake to Highway 102 (Bicentennial Drive); then southwest along Highway 102 (Bicentennial Drive) to the Canadian National Railway line; then south along the Canadian National Railway line to Rocky Lake; then west along the northern shore of Rocky Lake~~ to the western boundary of Municipal District 17, and

(iv) Shubenacadie Reserve (13);

(i) **Cape Breton South**, consisting of, in the County of Cape Breton,

(i) that part of the City of Sydney lying southwest of a line

described as follows: starting at the point where Muggah Creek flows into the South Arm of Sydney Harbour; then southeast along Muggah Creek to Prince Street; then east along Prince Street to Ashby Road; then south and southeast along Ashby Road to Acadia Drive; then northeast along Acadia Drive to the northwesterly projection of the rear property lines of the properties on the southwestern side of Loyola Crescent; then southeast along the northwesterly projection and the rear property lines of the properties on the southwestern side of Loyola Crescent and their southeasterly projection to the southeastern boundary of the City of Sydney,

~~(ii) in the Municipality of the County of Cape Breton, that part of Municipal District 10 lying north of Highway 125 (Sydney Bypass),~~

(i~~i~~i) in the Municipality of the County of Cape Breton, that part of Municipal District 17 lying northwest of a line described as follows: starting at the point where the southeastern property line of property 15109820 crosses the northwestern boundary of Municipal District 17; then southwest along the southeastern property line of property 15109820 to the southeastern corner of property 15109820; then southwest in a straight line to the eastern corner of property 15287477; then southwest along the southeastern property line of property 15287477 to the northeastern property line of property 15287469; then southeast along the northeastern property line of property 15287469 to the eastern corner of property 15287469; then southwest along the southeastern property line of property 15287469 and its southwesterly projection to the point where the southeastern property line of property 15176688 crosses the northwestern boundary of Municipal District 17 ~~Highway 125 (Sydney Bypass) and south of Wash Brook~~, and

(iii v) Membertou Reserve (28B);

(k) **Cape Breton West**, consisting of, in the County of Cape Breton,

(i) the Town of Louisbourg,

(ii) in the Municipality of the County of Cape Breton, Municipal Districts 10, 11, 12, 13, 14, 15 and 16,

~~(iii) in the Municipality of the County of Cape Breton, that part of Municipal District 10 lying south of Highway 125 (Sydney Bypass),~~

(iii v) in the Municipality of the County of Cape Breton, that part of Municipal District 17 lying southeast of a line described as follows: a line described as follows: starting at the point where the southeastern property line of property 15109820 crosses the northwestern boundary of Municipal District 17; then southwest along the southeastern property line of property 15109820 to the southeastern corner of property 15109820; then southwest in a straight line to the eastern corner of property 15287477; then southwest along the southeastern property line of property 15287477 to the northeastern property line of property 15287469; then southeast along the northeastern property line of property 15287469 to the eastern corner of property 15287469; then southwest along the southeastern property line of property 15287469 and its southwesterly projection to the point where the southeastern property line of property 15176688 crosses the northwestern boundary of Municipal District 17 ~~Highway 125 (Sydney Bypass) and that part of Municipal District 17 lying northwest of Highway 125 (Sydney Bypass) and north of Wash Brook~~, and

(iv) Caribou Marsh Reserve (29);

(n) **Colchester-Musquodoboit Valley**, consisting of, in the County of Colchester,

(i) the Town of Stewiacke,

(ii) in the Municipality of the County of Colchester, Municipal Districts 2, 3, 4 and 14, and

(iii) in the Municipality of the County of Colchester, that part of Municipal District 15 lying south of the Salmon River, ~~and~~

~~(iv) Millbrook Reserve (27) and Truro Reserves (27A, 27B, 27C),~~

and, in the County of Halifax,

(iv) in the Municipality of the County of Halifax, Municipal Districts 12 and 13, ~~and~~

(v) in the Municipality of the County of Halifax, that part of Municipal District 14 lying east of Highway 102, and

(vi) Beaver Lake Reserve (17);

(q) **Cumberland North**, consisting of, in the County of Cumberland,

(i) the Town of Amherst, and

(ii) in the Municipality of the County of Cumberland, Municipal Districts 1, 3, 7 and 8;

~~(iii) in the Municipality of the County of Cumberland, that part of Municipal District 1 lying north of a line described as follows: starting at the point where the Nappan River flows into the~~

~~Maccan River; then northeast along the Nappan River to Highway 104 (Trans Canada Highway); then southeast along Highway 104 (Trans Canada Highway) to the southern boundary of Municipal District 1,~~

~~(iv) in the Municipality of the County of Cumberland, that part of Municipal District 4 lying north of Highway 104 (Trans Canada Highway),~~

~~(v) in the Municipality of the County of Cumberland, that part of Municipal District 6 lying north of Highway 104 (Trans Canada Highway), and~~

~~(vi) in the Municipality of the County of Cumberland, that part of Municipal District 11 lying north of Highway 104 (Trans Canada Highway);~~

(r) **Cumberland South**, consisting of, in the County of Cumberland,

(i) the Towns of Oxford, Parrsboro and Springhill,

(ii) in the Municipality of the County of Cumberland, Municipal Districts 2, 4, 5, 6, 9, ~~and~~ 10 and 11, and

~~(iii) in the Municipality of the County of Cumberland, that part of Municipal District 1 lying south of a line described as follows: starting at the point where the Nappan River flows into the Maccan River; then northeast along the Nappan River to Highway 104 (Trans Canada Highway); then southeast along Highway 104 (Trans Canada Highway) to the southern boundary of Municipal District 1,~~

~~(iv) in the Municipality of the County of Cumberland, that part of Municipal District 4 lying south of Highway 104 (Trans Canada Highway),~~

~~(v) in the Municipality of the County of Cumberland, that part of Municipal District 6 lying south of Highway 104 (Trans Canada Highway),~~

~~(vi) in the Municipality of the County of Cumberland, that part of Municipal District 11 lying south of Highway 104 (Trans Canada Highway), and~~

(~~v~~iii) Franklin Manor Reserve (22);

(s) **Dartmouth-Cole Harbour**, consisting of, in the County of Halifax,

(i) that part of the City of Dartmouth bounded by a line described as follows: starting at the intersection of Portland Street and Spring Avenue; then northeast and north along Spring Avenue to Mount Edward Road; then east along Mount Edward Road to the southerly projection of the rear property lines of the properties on the eastern side of Erin Drive; then north along the southerly projection and the rear property lines of the properties on the eastern side of Erin Drive and their northerly projection to Main Street; then east along Main Street to the eastern boundary of the City of Dartmouth; then south, west and south along the eastern boundary of the City of Dartmouth to Portland Street; then west along Portland Street to Spring Avenue,

(ii) in the Municipality of the County of Halifax, that part of Municipal District 7 lying south ~~and west~~ of a line described as follows: starting at the point where Main Street crosses the western boundary of Municipal District 7; then east along Main Street to the point where a power transmission line crosses Main Street (approximately 190 m east of Riley Road); then south <u>and east</u> along the power transmission line to ~~an unnamed brook flowing south from Broom Lake; then south along the unnamed brook to~~ the <u>eastern</u> ~~southern~~ boundary of Municipal District 7,

(iii) in the Municipality of the County of Halifax, that part of Municipal District 23 lying north of Cole Harbour Road, and

(iv) in the Municipality of the County of Halifax, that part of Municipal District 25 lying north and east ~~west~~ of a line described as follows: starting at the point where Cole Harbour Road crosses the western boundary of Municipal District 25; then east along Cole Harbour Road to an unnamed brook flowing south from Broom Lake (approximately 200m southwest of Coleridge Court); then south along the unnamed brook to Cole Harbour; then southeast along Cole Harbour ~~an unnamed brook flowing south from Broom Lake crosses the northern boundary of Municipal District 25; then south along the unnamed brook to Cole Harbour Road; then west along Cole Harbour Road~~ to the eastern ~~western~~ boundary of Municipal District 25;

(w) **Digby-Annapolis ~~Royal~~**, consisting of, in the County of Digby,

(i) the Town of Digby,

(ii) the Municipality of the District of Digby, and

(iii) ~~including~~ Bear River Reserve (6) (western part),

and, in the County of Annapolis,

~~(i) the Town of Annapolis Royal,~~

(~~i~~iv) in the Municipality of the County of Annapolis, Municipal Districts 6 and 7,

(~~ii~~iv) that part of Municipal District 8 lying south and west of a line described as follows: starting at the point where Allains Creek meets the northern boundary of Municipal District 8; then southeast and south along Allains Creek and Allains River to the point due west of the intersection of Highway 8 and

Highway 101; then due east in a straight line to the intersection of Highway 8 and Highway 101; then southeast in a straight line to the point where South Brook flows out of Keenan Lake; then east in a straight line to the point where Ten Mile Brook flows out of Dargie Lake; then east along the southern shore of Dargie Lake to the eastern boundary of Municipal District 8, and

(v ~~iii~~) Bear River Reserves (6 (eastern part), 6A, 6B);

(x) **Eastern Shore**, consisting of, in the County of Halifax,

(i) in the Municipality of the County of Halifax, Municipal Districts 9, 10 and 11, and

~~(ii) that part of Municipal District 7 lying south and east of a line described as follows: starting at the point where a power transmission line crosses the eastern boundary of Municipal District 7 (approximately 700 m south of Highway 7); then west along the power transmission line to an unnamed brook flowing south from Broom Lake; then south along the unnamed brook to the southern boundary of Municipal District 7,~~

~~(iii) that part of Municipal District 25 lying east of a line described as follows: starting at the point where an unnamed brook flowing south from Broom Lake crosses the northern boundary of Municipal District 25; then south along the unnamed brook to Cole Harbour; then southeast along Cole Harbour to the eastern boundary of Municipal District 25, and~~

(ii ~~v~~) Sheet Harbour Reserve (36);

(y) **Guysborough-Port Hawkesbury**, consisting of:

(i) the County of Guysborough

and, in the County of Inverness,

(ii) the Town of Port Hawkesbury, and

(iii) in the Municipality of the County of Inverness, that part of Municipal District 1 lying south of a line described as follows: starting at the northernmost point of the boundary between Municipal District 1 and the Town of Port Hawkesbury; then due north in a straight line to Pleasant Hill ~~Charles MacLean~~ Road; then northwest in a straight line to the intersection of Highway 105 (Trans-Canada Highway) and Long Stretch Road; then northwest in a straight line to the point where Mill Brook flows out of Horton Lake; then west along Mill Brook to Long Pond; then northwest along the northern shore of Long Pond to the northernmost point of Long Pond; then due west in a straight line to the Strait of Canso;

(ah) **Inverness**, consisting of, in the County of Inverness,

(i) in the Municipality of the County of Inverness, Municipal Districts 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13 and 14,

(ii) in the Municipality of the County of Inverness, that part of Municipal District 1 lying north of a line described as follows: starting at the northernmost point of the boundary between Municipal District 1 and the Town of Port Hawkesbury; then due north in a straight line to Pleasant Hill ~~Charles MacLean~~ Road; then northwest in a straight line to the intersection of Highway 105 (Trans-Canada Highway) and Long Stretch Road; then northwest in a straight line to the point where Mill Brook flows out of Horton Lake; then west along Mill Brook to Long Pond; then northwest along the northern shore of Long Pond to the northernmost point of Long Pond; then due west in a straight line to the Strait of Canso,

(iii) in the Municipality of the County of Inverness, that part of Municipal District 11 lying south of the southern boundary of Cape Breton Highlands National Park, and

(iv) Malagawatch Reserve (4), Margaree Reserve (25) and Whycocomagh Reserve (2);

(aj) **Kings South**, consisting of, in the County of Kings,

(i) the Town of Wolfville,

(ii) in the Municipality of the County of Kings, Municipal Districts 11 and 12,

(iii) in the Municipality of the County of Kings, that part of Municipal District 9 lying ~~north~~east of a line described as follows: starting at the point where the northerly projection of Joudrey Mountain Road (Miller Lane) meets the northern boundary of Municipal District 9; then south along the northerly projection and Joudrey Mountain Road (Miller Lane) to the southern end of Joudrey Mountain Road (Miller Lane) (approximately 200m north of Waterville Airfield); then southeast in a straight line to the point where a power transmission line crosses Sharpe Brook (approximately 200m of Randolph Road); then south along Sharpe Brook to Prospect Road; ~~a power transmission line crosses the western boundary of Municipal District 9 (approximately 2 km north of Aylesford Lake);~~ then south<u>west</u>~~east~~ in a straight line to the point where Arenburgs Meadows Brook crosses the southern boundary of Municipal District 9,

(iv) in the Municipality of the County of Kings, that part of Municipal District 10 lying east of a line described as follows: starting at the point where Arenburgs Meadows Brook crosses the northern boundary of Municipal District 10; then southeast along Arenburgs Meadows Brook to North River

Road; then south in a straight line to the point where the western shore of Four Mile Lake crosses the western boundary of Municipal District 10, and

(v) Cambridge Reserve (32) and Horton Reserve (35);

(ak) **Kings West**, consisting of, in the County of Kings,

(i) the Town of Berwick,

(ii) in the Municipality of the County of Kings, Municipal Districts 5, 6, 7 and 8,

(iii) in the Municipality of the County of Kings, that part of Municipal District 4 lying west of a line described as follows: starting at the point where Canada Creek flows into the Minas Channel; then south along Canada Creek to Black Rock Road; then southeast and south along Black Rock Road to the southern boundary of Municipal District 4,

(iv) in the Municipality of the County of Kings, that part of Municipal District 9 lying ~~south~~west of a line described as follows: starting at the point where the northerly projection of Joudrey Mountain Road (Miller Lane) meets the northern boundary of Municipal District 9; then south along the northerly projection and Joudrey Mountain Road (Miller Lane) to the southern end of Joudrey Mountain Road (Miller Lane) (approximately 200m north of Waterville Airfield); then southeast in a straight line to the point where a power transmission line crosses Sharpe Brook (approximately 200m of Randolph Road); then south along Sharpe Brook to Prospect Road; ~~a power transmission line crosses the western boundary of Municipal District 9 (approximately 2 km north of Aylesford Lake);~~ then southwest~~east~~ in a straight line to the point where Arenburgs Meadows Brook crosses the southern boundary of Municipal District 9, and

(v) in the Municipality of the County of Kings, that part of Municipal District 10 lying west of a line described as follows: starting at the point where Arenburgs Meadows Brook crosses the northern boundary of Municipal District 10; then southeast along Arenburgs Meadows Brook to North River Road; then south in a straight line to the point where the western shore of Four Mile Lake crosses the western boundary of Municipal District 10;

(at) **Sackville-Beaverbank**, consisting of, in the County of Halifax,

(i) in the Municipality of the County of Halifax, Municipal Districts 15 and 19,

(ii) in the Municipality of the County of Halifax, that part of Municipal District 17 lying north ~~and~~ west of a line described as follows: starting at the point where Mill Brook flows into Beaver Pond at the western boundary of Municipal District 17; then southeast in a straight line to the point where the northeastern property line of property 40014268 meets the eastern shore of Beaver Pond; then southeast along the northeastern property line of property 40014268 to the eastern corner of property 40014268; then southwest along the southeastern property line of property 40014268 and its southwesterly projection to the northeastern corner of property 40352098; then southwest along the southeastern property line of property 40352098 and its southwesterly projection ~~Kinsac Lake meets the northwestern boundary of Municipal District17; then south along Kinsac Lake to the point where an unnamed brook flows out of Kinsac Lake near the southernmost point of Kinsac Lake; then south along the unnamed brook to Fall River Road; then southeast in a straight line to the northern corner of property 40565053; then southeast along the northeastern property lines of properties 40565053 and 511840 to the eastern corner of property 511840; then south in a straight line to the southeastern~~

~~corner of property 40097073; then southwest along the southeastern property line of property 40097073 to Third Lake; then south along Third Lake to the point where an unnamed brook flows out of Third Lake near the southeasternmost point of Third Lake; then west along the southern shore of Third Lake to the point where an unnamed brook flows into Third Lake from Second Lake; then west along the unnamed brook to Second Lake; then west along Second Lake~~ to the western boundary of Municipal District 17,

(iii) in the Municipality of the County of Halifax, that part of Municipal District 18 lying north of a line described as follows: starting at the westernmost point of the boundary between Municipal District 18 and the City of Halifax ~~Town of Bedford~~; then northwest in a straight line to the point where Highway 213 intersects an unnamed road (approximately 400 m west of Pockwock Road and approximately 620 m east of Yankeetown Road); then west in a straight line to the westernmost point of Municipal District 18,

(iv) in the Municipality of the County of Halifax, that part of Municipal District 21 lying north of a line described as follows: starting at the point where the Beaverbank Connector crosses the eastern boundary of Municipal District 21; then southwest along the Beaverbank Connector to Highway 101; then due southwest in a straight line to the western boundary of Municipal District 21, and

(v) in the Municipality of the County of Halifax, that part of Municipal District 22 lying north of Beaverbank Road;

(au) **Sackville-Cobequid**, consisting of, in the County of Halifax,

(i) in the Municipality of the County of Halifax, Municipal Districts 16 and 20,

~~(ii) in the Municipality of the County of Halifax, that part of Municipal District 17 bounded by a line described as follows: starting at the point where Second Lake meets the western boundary of Municipal District 17; then east along Second Lake to the point where an unnamed brook flows out of Second Lake near the easternmost point of Second Lake; then east along the unnamed brook to Third Lake; then east along the southern shore of Third Lake to the point where an unnamed brook flows out of Third Lake near the southeasternmost point of Third Lake; then south along the unnamed brook to Three Mile Lake; then southeast along Three Mile Lake to Highway 102 (Bicentennial Drive); then southwest along Highway 102 (Bicentennial Drive) to the Canadian National Railway line; then south along the Canadian National Railway line to Rocky Lake; then west along the northern shore of Rocky Lake to the western boundary of Municipal District 17; then north along the western boundary of Municipal District 17 to Second Lake;~~

(ii~~i~~) in the Municipality of the County of Halifax, that part of Municipal District 21 lying south of a line described as follows: starting at the point where the Beaverbank Connector crosses the eastern boundary of Municipal District 21; then southwest along the Beaverbank Connector to Highway 101; then due southwest in a straight line to the western boundary of Municipal District 21, and

(iii~~v~~) in the Municipality of the County of Halifax, that part of Municipal District 22 lying south of Beaverbank Road;

(aw) **Timberlea-Prospect**, consisting of, in the County of Halifax,

(i) that part of the City of Halifax lying west of a line described as follows: starting at the point where the Canadian National Railway line crosses the western boundary of the City of Halifax; then east and southeast along the Canadian National

Railway line to Highway 103; then south in a straight line to the intersection of the boundaries of the City of Halifax, Municipal District 4 and Municipal District 5,

(ii) in the Municipality of the County of Halifax, Municipal Districts 2 and 4,

(iii) in the Municipality of the County of Halifax, that part of Municipal District 3 lying east of a line described as follows: starting at the northernmost point of Municipal District 3; then southeast in a straight line to the point where a power transmission line crosses Highway 103 (approximately 1 km west of Highway 213); then south in a straight line to the point where the East River crosses Highway 3; then south in a straight line to the point where Highway 333 crosses the southeastern boundary of Municipal District 3 at the Peggy's Cove Soi, and

(iv) in the Municipality of the County of Halifax, that part of Municipal District 18 lying south of a line described as follows: starting at the westernmost point of the boundary between Municipal District 18 and the City of Halifax ~~Town of Bedford~~; then northwest in a straight line to the point where Highway 213 intersects an unnamed road (approximately 400 m west of Pockwock Road and approximately 620 m east of Yankeetown Road); then west in a straight line to the westernmost point of Municipal District 18;

(at) **Truro-Bible Hill**, consisting of, in the County of Colchester,

(i) the Town of Truro, ~~and~~

(ii) in the Municipality of the County of Colchester, Municipal Districts 1, 5 and 13, and

(iii) Millbrook Reserve (27) and Truro Reserves (27A, 27B, 27C);

PART II

Provincial Electoral
Boundaries Commission

PO Box 276
Halifax, Nova Scotia
B3J 2N7

902 424-7192
Fax 424 0618

Our file no.

June 1, 1992

Mr. Graham D. Walker
Chief Legislative Counsel
Office of the Legislative Counsel
Ninth Floor, Howe Building
Halifax, Nova Scotia
B3J 3X1

Dear Mr. Walker:

At the end of the Supplemental Report, you will notice the changed boundary descriptions for the revised constituencies, which show the various additions and deletions to Bill 203. Attached is a "cleaned up" copy of those revised boundary descriptions.

Sincerely,

Ronald G. Landes
Chairperson, PEBC

RGL/lb

Revised Boundary Descriptions

(a) **Annapolis**, consisting of, in the County of Annapolis,

(i) the Towns of Annapolis Royal, Bridgetown and Middleton,

(ii) in the Municipality of the County of Annapolis, Municipal Districts 1, 2, 3, 4, 5, 9, 10, 11 and 12, and

(iii) in the Municipality of the County of Annapolis, that part of Municipal District 8 lying north and east of a line described as follows: starting at the point where Allains Creek meets the northern boundary of Municipal District 8; then southeast and south along Allains Creek and Allains River to the point due west of the intersection of Highway 8 and Highway 101; then due east in a straight line to the intersection of Highway 8 and Highway 101; then southeast in a straight line to the point where South Brook flows out of Keenan Lake; then east in a straight line to the point where Ten Mile Brook flows out of Dargie Lake; then east along the southern shore of Dargie Lake to the eastern boundary of Municipal District 8;

(d) **Bedford-Fall River**, consisting of, in the County of Halifax,

(i) that part of the Town of Bedford lying southeast of Highway 102 (Bicentennial Drive),

(ii) in the Municipality of the County of Halifax, that part of Municipal District 14 lying west of Highway 102,

(iii) in the Municipality of County of Halifax, that part of Municipal District 17 lying southeast of a line described as follows: starting at the point where Mill Brook flows into Beaver Pond at the western boundary of Municipal District 17; then southeast in a straight line to the point where the northeastern property line of property 40014268 meets the eastern shore of Beaver Pond; then southeast along the northeastern property line of property 40014268 to the eastern corner of property 40014268; then southwest along the southeastern property line of property 40014268 and its southwesterly projection to the northeastern corner of property 40352098; then southwest along the southeastern

property line of property 40352098 and its southwesterly projection to the western boundary of Municipal District 17, and

(iv) Shubenacadie Reserve (13);

(j) **Cape Breton South**, consisting of, in the County of Cape Breton,

(i) that part of the City of Sydney lying southwest of a line described as follows: starting at the point where Muggah Creek flows into the South Arm of Sydney Harbour; then southeast along Muggah Creek to Prince Street; then east along Prince Street to Ashby Road; then south and southeast along Ashby Road to Acadia Drive; then northeast along Acadia Drive to the northwesterly projection of the rear property lines of the properties on the southwestern side of Loyola Crescent; then southeast along the northwesterly projection and the rear property lines of the properties on the southwestern side of Loyola Crescent and their southeasterly projection to the southeastern boundary of the City of Sydney,

(ii) in the Municipality of the County of Cape Breton, that part of Municipal District 17 lying northwest of a line described as follows: starting at the point where the southeastern property line of property 15109820 crosses the northwestern boundary of Municipal District 17; then southwest along the southeastern property line of property 15109820 to the southeastern corner of property 15109820; then southwest in a straight line to the eastern corner of property 15287477; then southwest along the southeastern property line of property 15287477 to the northeastern property line of property 15287469; then southeast along the northeastern property line of property 15287469 to the eastern corner of property 15287469; then southwest along the southeastern property line of property 15287469 and its southwesterly projection to the point where the southeastern property line of property 15176688 crosses the northwestern boundary of Municipal District 17, and

(iii) Membertou Reserve (28B);

(k) **Cape Breton West**, consisting of, in the County of Cape Breton,

(i) the Town of Louisbourg,

(ii) in the Municipality of the County of Cape Breton, Municipal Districts 10, 11, 12, 13, 14, 15 and 16,

(iii) in the Municipality of the County of Cape Breton, that part of Municipal District 17 lying southeast of a line described as follows: a line described as follows: starting at the point where the southeastern property line of property 15109820 crosses the northwestern boundary of Municipal District 17; then southwest along the southeastern property line of property 15109820 to the southeastern corner of property 15109820; then southwest in a straight line to the eastern corner of property 15287477; then southwest along the southeastern property line of property 15287477 to the northeastern property line of property 15287469; then southeast along the northeastern property line of property 15287469 to the eastern corner of property 15287469; then southwest along the southeastern property line of property 15287469 and its southwesterly projection to the point where the southeastern property line of property 15176688 crosses the northwestern boundary of Municipal District 17, and

(iv) Caribou Marsh Reserve (29);

(n) **Colchester-Musquodoboit Valley**, consisting of, in the County of Colchester,

(i) the Town of Stewiacke,

(ii) in the Municipality of the County of Colchester, Municipal Districts 2, 3, 4 and 14, and

(iii) in the Municipality of the County of Colchester, that part of Municipal District 15 lying south of the Salmon River,

and, in the County of Halifax,

(iv) in the Municipality of the County of Halifax, Municipal Districts 12 and 13,

(v) in the Municipality of the County of Halifax, that part of Municipal District 14 lying east of Highway 102, and

(vi) Beaver Lake Reserve (17);

(q) **Cumberland North**, consisting of, in the County of Cumberland,

(i) the Town of Amherst, and

(ii) in the Municipality of the County of Cumberland, Municipal Districts 1, 3, 7 and 8;

(r) **Cumberland South**, consisting of, in the County of Cumberland,

(i) the Towns of Oxford, Parrsboro and Springhill,

(ii) in the Municipality of the County of Cumberland, Municipal Districts 2, 4, 5, 6, 9, 10 and 11, and

(iii) Franklin Manor Reserve (22);

(s) **Dartmouth-Cole Harbour**, consisting of, in the County of Halifax,

(i) that part of the City of Dartmouth bounded by a line described as follows: starting at the intersection of Portland Street and Spring Avenue; then northeast and north along Spring Avenue to Mount Edward Road; then east along Mount Edward Road to the southerly projection of the rear property lines of the properties on the eastern side of Erin Drive; then north along the southerly projection and the rear property lines of the properties on the eastern side of Erin Drive and their northerly projection to Main Street; then east along Main Street to the eastern boundary of the City of Dartmouth; then south, west and south along the eastern boundary of the City of Dartmouth to Portland Street; then west along Portland Street to Spring Avenue,

(ii) in the Municipality of the County of Halifax, that part of Municipal District 7 lying south of a line described as follows: starting at the point where Main Street crosses the western

boundary of Municipal District 7; then east along Main Street to the point where a power transmission line crosses Main Street (approximately 190 m east of Riley Road); then south and east along the power transmission line to the eastern boundary of Municipal District 7,

(iii) in the Municipality of the County of Halifax, that part of Municipal District 23 lying north of Cole Harbour Road, and

(iv) in the Municipality of the County of Halifax, that part of Municipal District 25 lying north and east of a line described as follows: starting at the point where Cole Harbour Road crosses the western boundary of Municipal District 25; then east along Cole Harbour Road to an unnamed brook flowing south from Broom Lake (approximately 200m southwest of Coleridge Court); then south along the unnamed brook to Cole Harbour; then southeast along Cole Harbour to the eastern boundary of Municipal District 25;

(w) **Digby-Annapolis**, consisting of, in the County of Digby,

(i) the Town of Digby,

(ii) the Municipality of the District of Digby, and

(iii) Bear River Reserve (6) (western part),

and, in the County of Annapolis,

(iv) in the Municipality of the County of Annapolis, Municipal Districts 6 and 7,

(v) that part of Municipal District 8 lying south and west of a line described as follows: starting at the point where Allains Creek meets the northern boundary of Municipal District 8; then southeast and south along Allains Creek and Allains River to the point due west of the intersection of Highway 8 and Highway 101; then due east in a straight line to the intersection of Highway 8 and Highway 101; then southeast in

a straight line to the point where South Brook flows out of Keenan Lake; then east in a straight line to the point where Ten Mile Brook flows out of Dargie Lake; then east along the southern shore of Dargie Lake to the eastern boundary of Municipal District 8, and

(vi) Bear River Reserves (6 (eastern part), 6A, 6B);

(x) **Eastern Shore**, consisting of, in the County of Halifax,

(i) in the Municipality of the County of Halifax, Municipal Districts 9, 10 and 11, and

(ii) Sheet Harbour Reserve (36);

(y) **Guysborough-Port Hawkesbury**, consisting of:

(i) the County of Guysborough

and, in the County of Inverness,

(ii) the Town of Port Hawkesbury, and

(iii) in the Municipality of the County of Inverness, that part of Municipal District 1 lying south of a line described as follows: starting at the northernmost point of the boundary between Municipal District 1 and the Town of Port Hawkesbury; then due north in a straight line to Pleasant Hill Road; then northwest in a straight line to the intersection of Highway 105 (Trans-Canada Highway) and Long Stretch Road; then northwest in a straight line to the point where Mill Brook flows out of Horton Lake; then west along Mill Brook to Long Pond; then northwest along the northern shore of Long Pond to the northernmost point of Long Pond; then due west in a straight line to the Strait of Canso;

(ah) **Inverness**, consisting of, in the County of Inverness,

(i) in the Municipality of the County of Inverness, Municipal Districts 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13 and 14,

(ii) in the Municipality of the County of Inverness, that part of Municipal District 1 lying north of a line described as follows: starting at the northernmost point of the boundary between Municipal District 1 and the Town of Port Hawkesbury; then due north in a straight line to Pleasant Hill Road; then northwest in a straight line to the intersection of Highway 105 (Trans-Canada Highway) and Long Stretch Road; then northwest in a straight line to the point where Mill Brook flows out of Horton Lake; then west along Mill Brook to Long Pond; then northwest along the northern shore of Long Pond to the northernmost point of Long Pond; then due west in a straight line to the Strait of Canso,

(iii) in the Municipality of the County of Inverness, that part of Municipal District 11 lying south of the southern boundary of Cape Breton Highlands National Park, and

(iv) Malagawatch Reserve (4), Margaree Reserve (25) and Whycocomagh Reserve (2);

(aj) **Kings South**, consisting of, in the County of Kings,

(i) the Town of Wolfville,

(ii) in the Municipality of the County of Kings, Municipal Districts 11 and 12,

(iii) in the Municipality of the County of Kings, that part of Municipal District 9 lying east of a line described as follows: starting at the point where the northerly projection of Joudrey Mountain Road (Miller Lane) meets the northern boundary of Municipal District 9; then south along the northerly projection and Joudrey Mountain Road (Miller Lane) to the southern end of Joudrey Mountain Road (Miller Lane) (approximately 200m north of Waterville Airfield); then southeast in a straight line

to the point where a power transmission line crosses Sharpe Brook (approximately 200m of Randolph Road); then south along Sharpe Brook to Prospect Road; then southwest in a straight line to the point where Arenburgs Meadows Brook crosses the southern boundary of Municipal District 9,

(iv) in the Municipality of the County of Kings, that part of Municipal District 10 lying east of a line described as follows: starting at the point where Arenburgs Meadows Brook crosses the northern boundary of Municipal District 10; then southeast along Arenburgs Meadows Brook to North River Road; then south in a straight line to the point where the western shore of Four Mile Lake crosses the western boundary of Municipal District 10, and

(v) Cambridge Reserve (32) and Horton Reserve (35);

(ak) **Kings West**, consisting of, in the County of Kings,

(i) the Town of Berwick,

(ii) in the Municipality of the County of Kings, Municipal Districts 5, 6, 7 and 8,

(iii) in the Municipality of the County of Kings, that part of Municipal District 4 lying west of a line described as follows: starting at the point where Canada Creek flows into the Minas Channel; then south along Canada Creek to Black Rock Road; then southeast and south along Black Rock Road to the southern boundary of Municipal District 4,

(iv) in the Municipality of the County of Kings, that part of Municipal District 9 lying west of a line described as follows: starting at the point where the northerly projection of Joudrey Mountain Road (Miller Lane) meets the northern boundary of Municipal District 9; then south along the northerly projection and Joudrey Mountain Road (Miller Lane) to the southern end of Joudrey Mountain Road (Miller Lane) (approximately 200m north of Waterville Airfield); then southeast in a straight line

to the point where a power transmission line crosses Sharpe Brook (approximately 200m of Randolph Road); then south along Sharpe Brook to Prospect Road; then southwest in a straight line to the point where Arenburgs Meadows Brook crosses the southern boundary of Municipal District 9, and

(v) in the Municipality of the County of Kings, that part of Municipal District 10 lying west of a line described as follows: starting at the point where Arenburgs Meadows Brook crosses the northern boundary of Municipal District 10; then southeast along Arenburgs Meadows Brook to North River Road; then south in a straight line to the point where the western shore of Four Mile Lake crosses the western boundary of Municipal District 10;

(at) **Sackville-Beaverbank**, consisting of, in the County of Halifax,

(i) in the Municipality of the County of Halifax, Municipal Districts 15 and 19,

(ii) in the Municipality of the County of Halifax, that part of Municipal District 17 lying northwest of a line described as follows: starting at the point where Mill Brook flows into Beaver Pond at the western boundary of Municipal District 17; then southeast in a straight line to the point where the northeastern property line of property 40014268 meets the eastern shore of Beaver Pond; then southeast along the northeastern property line of property 40014268 to the eastern corner of property 40014268; then southwest along the southeastern property line of property 40014268 and its southwesterly projection to the northeastern corner of property 40352098; then southwest along the southeastern property line of property 40352098 and its southwesterly projection to the western boundary of Municipal District 17,

(iii) in the Municipality of the County of Halifax, that part of Municipal District 18 lying north of a line described as follows: starting at the westernmost point of the boundary between Municipal District 18 and the City of Halifax; then

northwest in a straight line to the point where Highway 213 intersects an unnamed road (approximately 400 m west of Pockwock Road and approximately 620 m east of Yankeetown Road); then west in a straight line to the westernmost point of Municipal District 18,

(iv) in the Municipality of the County of Halifax, that part of Municipal District 21 lying north of a line described as follows: starting at the point where the Beaverbank Connector crosses the eastern boundary of Municipal District 21; then southwest along the Beaverbank Connector to Highway 101; then due southwest in a straight line to the western boundary of Municipal District 21, and

(v) in the Municipality of the County of Halifax, that part of Municipal District 22 lying north of Beaverbank Road;

(au) **Sackville-Cobequid**, consisting of, in the County of Halifax,

(i) in the Municipality of the County of Halifax, Municipal Districts 16 and 20,

(ii) in the Municipality of the County of Halifax, that part of Municipal District 21 lying south of a line described as follows: starting at the point where the Beaverbank Connector crosses the eastern boundary of Municipal District 21; then southwest along the Beaverbank Connector to Highway 101; then due southwest in a straight line to the western boundary of Municipal District 21, and

(iii) in the Municipality of the County of Halifax, that part of Municipal District 22 lying south of Beaverbank Road;

(aw) **Timberlea-Prospect**, consisting of, in the County of Halifax,

(i) that part of the City of Halifax lying west of a line described as follows: starting at the point where the Canadian National Railway line crosses the western boundary of the City of

Halifax; then east and southeast along the Canadian National Railway line to Highway 103; then south in a straight line to the intersection of the boundaries of the City of Halifax, Municipal District 4 and Municipal District 5,

(ii) in the Municipality of the County of Halifax, Municipal Districts 2 and 4,

(iii) in the Municipality of the County of Halifax, that part of Municipal District 3 lying east of a line described as follows: starting at the northernmost point of Municipal District 3; then southeast in a straight line to the point where a power transmission line crosses Highway 103 (approximately 1 km west of Highway 213); then south in a straight line to the point where the East River crosses Highway 3; then south in a straight line to the point where Highway 333 crosses the southeastern boundary of Municipal District 3 at the Peggy's Cove Soi, and

(iv) in the Municipality of the County of Halifax, that part of Municipal District 18 lying south of a line described as follows: starting at the westernmost point of the boundary between Municipal District 18 and the City of Halifax; then northwest in a straight line to the point where Highway 213 intersects an unnamed road (approximately 400 m west of Pockwock Road and approximately 620 m east of Yankeetown Road); then west in a straight line to the westernmost point of Municipal District 18;

(at) **Truro-Bible Hill**, consisting of, in the County of Colchester,

(i) the Town of Truro,

(ii) in the Municipality of the County of Colchester, Municipal Districts 1, 5 and 13, and

(iii) Millbrook Reserve (27) and Truro Reserves (27A, 27B, 27C);